



Aviation Investigation Final Report

Location:	El Cajon, California	Accident Number:	LAX08CA061
Date & Time:	February 17, 2008, 12:30 Local	Registration:	N3316A
Aircraft:	Piper PA-22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The private pilot was with a certified flight instructor (CFI) on a tail wheel familiarization flight. While en route to the airport they experienced a loss of radio communications. The pilot set his transponder to 7600, overflew the field at pattern altitude, and received a green light from the tower. He entered the pattern and started his final approach at 70 knots with one notch of flaps, which was how the airplane was configured for his previous landings. On short final the CFI called for full flaps. As the flaps were moved to the full position, airspeed decreased and the rate of descent increased. The pilot added power and lowered the nose in an attempt to maintain the glide slope. At 15 to 20 feet agl the airplane began to settle, and then bounced during touchdown. The CFI called for the pilot to close the throttle, and the airplane bounced a second time. The airplane swerved left, the CFI applied right rudder, the airplane then swerved right, and the pilot and CFI applied left rudder and left brake. The plane continued to perform a ground loop to the right and the left wing dug into the terrain, causing substantial damage to the wing structure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of both pilots to maintain directional control during landing and the flight instructor's inadequate supervision of the flight.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Task monitoring/vigilance - Pilot
Environmental issues	(general) - Not specified

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	November 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	855 hours (Total, all aircraft), 4 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	77, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	October 1, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3316A
Model/Series:	PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1593
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320-A2B
Registered Owner:	Steve A. Baum	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	9482 Pike Rd	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSEE,388 ft msl	Distance from Accident Site:	
Observation Time:	11:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	14°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	El Cajon, CA (KSEE)	Type of Flight Plan Filed:	None
Destination:	El Cajon, CA (KSEE)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Gillespie Field KSEE	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	27R	IFR Approach:	None
Runway Length/Width:	5342 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	32.82611,-116.972503

Administrative Information

Investigator In Charge (IIC):	McKenny, Van
Additional Participating Persons:	Carl Allen; Federal Aviation Administration; San Diego, CA
Original Publish Date:	March 31, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=67536

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